



SMOG CHECK ADVISORY

Official Publication of the California Department of Consumer Affairs/Bureau of Automotive Repair

October 1999

COUNTDOWN TO FEBRUARY 2000

The BAR staff in various branches want to help stations and technicians improve their performances and strengthen California's Enhanced Smog Check Program report card to the USEPA in February. Here are some tips and advice:

- ❖ Be sure to report pre-inspections. The data must be entered into the Test Analyzer System (TAS) under "Q-Mode" on the BAR-97 and "P-Mode" on the BAR-90.
- ❖ Abort tests only for the reasons detailed in the Smog Check Inspection Manual (e.g., oil leak, engine noise, etc.)
- ❖ Do *not* abort tests by using the reset switch on the TAS to avoid failing the consumer's vehicle. It is an improper test procedure, and the consumer did not authorize such action (i.e., he or she asked for a Smog Check inspection).
- ❖ Replacing gas caps before testing is acceptable, as long as this information is entered into the TAS.
- ❖ Stations need to enter all repair costs charged to customers. Complete repairs averaged about \$375 during the 1996 Sacramento Prototype Enhanced Program. Does your station perform complete and effective diagnostic and repair service?
- ❖ Catalytic converters should not be repaired until an appropriate diagnosis is performed and the fuel control system is operating to specifications.
- ❖ Enter vehicle odometer readings as instructed by the TAS — enter the data exactly as shown and do not adjust for odometer rollover. That adjustment is made by BAR through internal analysis. Incorrect entries can cause problems for customers if they have to prove actual mileage to insurance companies for best rates.
- ❖ **NEVER, NEVER, NEVER** cleanpipe a car! Don't think that vague management of your shop's employees will serve as a mitigating factor in a case to revoke your shop's licenses (important advice brought to you by the Enforcement Division).

BAR Reaffirms Partnership/Communication With Auto Repair Industry

In a recent letter to Tom Riley, Legislative Advocate for the California Automotive Service Councils (ASC), Acting Chief Patrick Dorais reaffirmed BAR's commitment to partnership and communication with the auto repair industry.

"The BAR has not initiated any plans to decrease its communication with the automotive industry," Dorais said. "Likewise, there are no plans to dissolve leadership meetings between the Bureau and industry."

Dorais wrote the letter to Riley prior to a meeting to discuss ASC member concerns and during a preview of a planned article for ASC's monthly publication *The California Independent*. In that article, which subsequently appeared in September, Riley said that communication had decreased and enforcement had increased.

Dorais said in his letter that general automotive investigations by BAR had been relatively stable

over the last year and reminded Riley that the newly initiated Quality Assurance (QA) inspections at Smog Check stations were well received by ASC members, as communicated in an earlier edition of *The California Independent*.

He also pointed out that during the early summer, various industry leaders met on multiple occasions with Department of Consumer Affairs Director, Kathleen Hamilton, and BAR leadership regarding industry concerns with the Budget Act trailer bill (AB 1105). While formal, scheduled meetings are relatively rare during fast-paced budget negotiations, numerous impromptu meetings with auto repair industry members were held. As a result, the industry played a significant role in reversing what began as a proposal by the budget conference committee to mandatorily exempt 80 percent of the vehicles currently requiring a Smog Check.

See **Reaffirms**, page 4.

New NOx Cutpoints in Effect October 4

New cutpoints, the emissions levels at which vehicles pass or fail their Smog Check inspections, have been set for oxides of nitrogen (NOx) and will be effective October 4, 1999.

BAR-97 Emission Inspection Systems (EIS) automatically switched to the more stringent NOx cutpoints on that date.

"The new NOx level requirements will increase the number of vehicles needing repairs," said Acting BAR Chief Patrick Dorais. "Test and repair stations with BAR-97 units are required to diagnose and repair malfunctions that will reduce NOx below the new cutpoints."

NOx control systems should be repaired to operate within the vehicle manufacturer's specifications. This will help ensure that NOx emissions are well below the cutpoints.

This is the fourth phase in a series of BAR-97 cutpoint adjustments over the past year. BAR-97 cutpoints for hydrocarbons and carbon monoxide were set in June 1998 and have not changed. The first NOx cutpoints were set in September 1998. In November, the NOx cutpoints were tightened again, as part of a phase-in process designed to help shops and technicians gain experience with the new BAR-97 equipment, as well as test and repair procedures associated with these machines.

A chart of the latest cutpoints can be found on page 5 and is also available on the BAR website at www.smogcheck.ca.gov. When reviewing this chart, remember the final cutpoint for each vehicle is determined only after your BAR-97 applies a calculation that takes into account the vehicle's weight. ❖



SNAPSHOT

Here are the Smog Check testing statistics for the months of July and August 1999. The data include Acceleration Simulation Mode (ASM) and Two-Speed Idle (TSI) tests and certificates issued for all tests performed. Remaining data are for first tests.

	JULY	AUGUST
<i>Program Volume</i>		
Tests Conducted	985,512 *	1,008,740 *
Vehicles Tested	831,655	844,357
Vehicles Failed	88,300	88,440
Certificates Issued	849,852	869,467
<i>Type of Failure</i>		
Tailpipe:	64,719 (7.7%)	63,799 (7.6%)
Gross Polluters	21,347 (2.6%) **	20,939 (2.5%) **
Visual	18,545 (2.2%)	19,057 (2.3%)
Functional	43,026 (5.2%)	44,008 (5.2%)
<i>Failure by Station Type</i>		
Test & Repair		
Enhanced	25,748 (9.0%)	25,753 (9.0%)
Basic	10,477 (5.6%)	10,680 (5.4%)
GSGR		
Enhanced	12,723 (10.2%)	12,781 (10.2%)
Basic	4,505 (8.1%)	4,448 (7.9%)
GPC		
Enhanced	2,945 (12.9%)	2,748 (12.9%)
Basic	3,115 (7.6%)	3,045 (7.3%)
Test-Only		
Enhanced	27,300 (27.3%)	27,403 (26.8%)
Basic	339 (15.4%)	323 (14.4%)
<i>By Vehicle Type</i>		
High Emitter Profile (HEP)	18,652 (38.7%)	18,589 (38.0%)
Random 2%	1,436 (21.0%)	1,581 (22.6%)
Walk-Ins	7,541 (16.1%)	7,560 (15.5%)
<i>Change of Ownership Areas</i>		
All Station Types	598 (9.0%)	617 (8.6%)
<i>Consumer Assistance/Referee Centers</i>		
Tests	1,439	1,548
Cost Waivers Issued	96	31
Hardship Extensions Issued	92	61
<i>Average Reported Repair Costs</i>		
Vehicles Repaired	57,280	59,495
Average Cost (statewide)	\$ 114	\$ 116
Test & Repair Stations	\$ 95	\$ 96
GSGR Stations	\$ 107	\$ 106
GPC Stations	\$ 178	\$ 188
Repair Assistance Stations	\$ 419	\$ 384
Enhanced Areas	\$ 116	\$ 117
Non-Enhanced Areas	\$ 111	\$ 114

* Includes multiple tests on same vehicle.

** Subset of tailpipe failures.

What SNAPSHOT Numbers Are Telling Us

Using the numbers we have been publishing in the SNAPSHOT column, we are learning a great deal about the performance of Smog Check stations and technicians, and you can use the information to track your progress. As part of the Enhanced Smog Check Program analysis, current station and technician performance is compared to other data collected by BAR and from various sources:

- ❖ **1994 Pilot Program** — a joint BAR/ARB loaded-mode vehicle emissions repair study that collected and analyzed data on the types of repairs that would be necessary in an Enhanced Smog Check Program.
- ❖ **1996 Prototype Enhanced Program** — a group of 11 Sacramento-based auto repair shops pioneered the use of loaded-mode testing, diagnostic procedures, and equipment and provided detailed repair data and analysis.
- ❖ **Repair Assistance Program Stations.**
- ❖ **Annual Roadside Surveys.**
- ❖ **Average Repair Costs.**
- ❖ **Vehicle Failure Rates.**

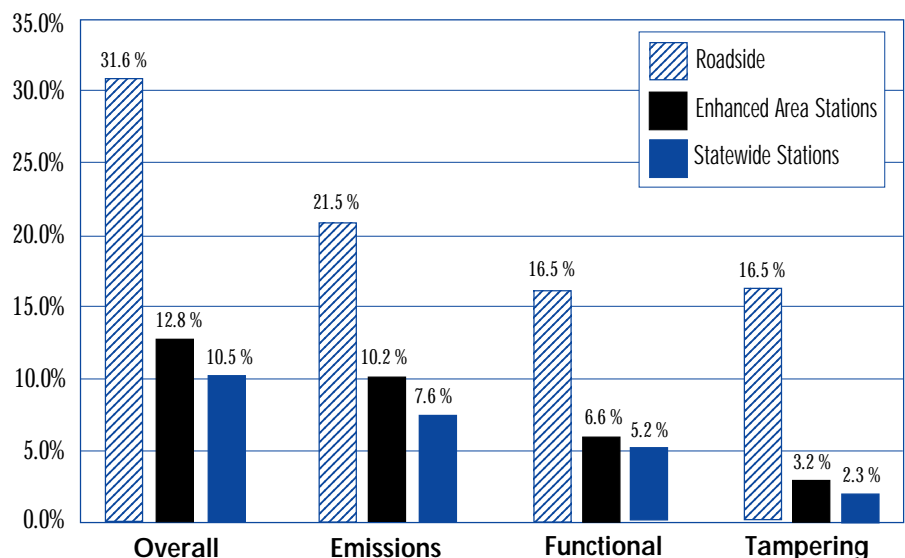
In the September edition of the *Smog Check Advisory*, we analyzed the progress stations are making on repair costs. This month we are taking a look at overall vehicle failure rates.

Failure Rates by Station Type

Look at the August 1999 SNAPSHOT column and the vehicle failure rates reported by station type. It shows that failure rates at Test & Repair stations in Enhanced Areas, where smog is a major problem, are lower than at all other station types. Specifically, Test & Repair stations in Enhanced Areas failed 9.0 percent of the vehicles tested at their stations, compared to a 10.2 percent failure rate at the GSGR stations and a 12.9 percent failure rate at GPC stations.

In addition, each of these Test & Repair station variations has a smaller failure rate than Test-Only stations, even when High Emitter Profile (HEP) vehicles directed by the state are excluded. For example, August data indicate that vehicles randomly selected (2%) by the state to be inspected at Test-Only stations failed 22.6 percent of the time, and vehicles belonging to other customers who voluntarily went to Test-Only stations (i.e., "Walk-Ins") failed 15.5 percent of the time.

Random Roadside vs. Station Failure Rates



Some station owners argue that Test-Only stations have higher numbers because the state directs HEP vehicles that are expected to fail their Smog Check inspection to these stations. To test that argument, BAR decided to see what would happen to the failure rates if all the HEP vehicles going to Test-Only stations were sent to all other stations instead. If all other stations failed the HEP vehicles at the same rate as Test-Only stations, the overall failure rates by station types would appear as follows:

Test & Repair	11.65 %
GSGR	12.96 %
GPC	15.19 %

Failure Rates by Inspection Phase

The percentage and types of failures that are found among the vehicles tested during BAR's annual random roadside surveys are a key to analyzing the current failure rate data. Roadside surveys tell BAR what percentage of vehicles should be failing in Smog Check stations, as well as why those vehicles are failing. For instance, according to the above graph, roadside data show that 16.5 percent of vehicles fail the "visual" inspection of emission control systems. But an average of *all* stations, including Test-Only, reported only 2.3 percent of the vehicles fail their visual inspection (see SNAPSHOT August column under *Type of Failure*).

Likewise, roadside data show that 16.5 percent of vehicles fail the "functional" tests. But an average of *all* stations reported only 5.2 percent of vehicles failed functional tests, using the August SNAPSHOT data. Functional failures most often overlooked are fuel caps, ignition timing, and malfunction indicator lights.

Tailpipe failure rates tell a similar story. Roadside data show that vehicles fail the tailpipe portion of the test an average of 21.5 percent of the time; whereas, *all* station types report only a 7.6 percent tailpipe failure.

These discrepancies suggest that Smog Check stations are not failing vehicles that have been tampered with, those with nonfunctional emission control systems, or even those with tailpipe failures.

Conclusion

These numbers exemplify the underreporting of failures among all stations, including Test-Only. They also show a lower failure rate for the entire Test & Repair network when compared to Test-Only stations. The BAR hopes these numbers will be an incentive for all stations to perform complete and accurate inspections, consistent with California laws and regulations and as outlined in the Smog Check Inspection Manual. ❖

Next month: Taking a statistical look at functional test failure rates.

Advanced Tech Training Classes Shrinking

Only about 1,000 Advanced Smog Technicians still need to complete the 20-hour update course before license renewal, but they are urged to hurry since demand has dropped and fewer classes are being offered, according to BAR's Standards and Training Branch Manager George Adelsperger.

"Because the demand has dropped, prices may also go up, or classes may be rescheduled," Adelsperger said. "Technicians should find and schedule a class well in advance of the expiration of their license."

Those Advanced Technicians who have completed their training and submitted completion documents for a previous license renewal do not have to retake the course or submit documents at their next renewal. The course completion documents already submitted will be accepted at the next license renewal.

"Completing the course early gave technicians additional repair skills, benefiting the shop, technician, consumer, and air quality," he added.

A list of schools certified to provide this course is available by calling our toll-free hotline at (800) 952-5210, or by visiting the Smog Check website at www.smogcheck.ca.gov. ❖

Reaffirms *(continued from page 1)*

"The end result was a harmless compromise that merely gives the Department the authority to exempt two more of the newer model years," Dorais wrote. "The same budget trailer bill also mandates that the Department not make any changes that negatively affect the ability of the state to achieve its emission reduction goals."

Dorais added that meetings with the industry leadership are typically suspended when budget negotiations gear up and resume in the fall after the legislative session is completed and that the tradition will continue.

"I am always open to discussions with you and ASC," he said. ❖

New Phase II GPC Pilot to Begin in January

The Bureau of Automotive Repair expects to select new Phase II Pilot Gross Polluter Certification (GPC) stations by mid-January 2000, said BAR's GPC Program Manager Sylvia Morrow.

"We have developed new criteria for the Phase II stations and those that meet the criteria will be notified and asked to participate in this next phase of the pilot program," she said.

Under Phase I of the Pilot GPC Program, 100 stations were initially selected in late 1997 to participate, and hundreds more were added later. GPC stations are given special authority to repair and certify gross-polluting vehicles, rather than send them to Test-Only stations for certification. However, GPC stations are required to meet special criteria and can be removed from the program if they receive a citation or violate any other program criteria.

There are currently 350 GPC stations in the Phase I Pilot. It is expected that some of those stations will qualify for Phase II. In addition, many other stations that were not previously selected may qualify to participate in Phase II.

Beginning with 1999 fourth quarter data (October 1—December 31), stations can qualify to participate in the Phase II Pilot by meeting the following criteria:

- ❖ Perform at least 10 repairs as verified by the Vehicle Information Database VID.
- ❖ Not exceed an 8 percent manual Vehicle Identification Number (VIN) entry rate for 1990 and newer vehicles.
- ❖ Not exceed a 28 percent manual VIN entry rate for 1989 and older vehicles.
- ❖ Maintain an average repair cost of at least \$100.
- ❖ Have no citations for one year.
- ❖ Perform no unauthorized Smog Check certifications (e.g., Test-Only vehicles).
- ❖ Pass a Quality Assurance (QA) Audit and demonstrate technicians' ability to perform the diagnostic procedures outlined in the 20-hour update training class (Enhanced Area stations only).

To encourage coverage in outlying areas, Change of Ownership stations will have to meet less stringent requirements. As required in the Phase I Pilot GPC Program, stations eligible to participate must be Gold Shield Guaranteed Repair (GSGR) stations. In addition, GPC stations are eligible to participate in the BAR's repair assistance program, which is expected to see increased consumer participation with the implementation of recent legislation. ❖

Duplicate Smog Tech Licenses Available

Smog technicians who are employed in more than one station, or who have lost their wall and/or badge license can request a duplicate license packet from PSI Examination Services until December 24, 1999, at a cost of \$17.50 each.

Requests received after that date will be forwarded to Experior, BAR's new exam vendor, who will begin producing duplicate license packets in February 2000. The cost for those packets is not yet known.

Request for Duplicate License forms are available by calling the Department of Consumer Affairs Licensing Division at (916) 322-4000, or can be downloaded from the Smog Check website at www.smogcheck.ca.gov. ❖

1999 Calendar of Coming Events



OCTOBER

- 1-31 National Car Care Month
- 1-31 Healthy Lung Month, sponsored by the American Lung Association
- 8 Deadline to submit technician license application to BAR field offices.
- 9 Postmark deadline to mail technician license application to DCA Licensing.
- 11 Columbus Day — State Holiday
- 15 Deadline to hand-deliver technician license application to DCA Licensing.
- 22-24 Automotive Service Councils (ASC) 1999 Annual Convention — San Diego
- 27 Automotive Career Education Day

NOVEMBER

- 4, 9, 11 Automotive Service Excellence (ASE) Tests
- 11 Veterans Day — State Holiday



See the cutpoint chart in a separate location on this website.

Disciplinary Actions

Northern California

JOHN HUGH CHAMPION—Hanford

Order: Basic Area Technician license revoked, stayed, placed on three years' probation, and suspended for 60 days. Further ordered to report to BAR as directed, successfully complete a BAR-certified training course in diagnosis and repair of emission systems failures and engine performance, and reimburse BAR \$1,500 for costs of investigation. (06/15/99)

WAYNE GARY JAMISON—Yuba City

Order: Advanced Emission Specialist Technician license revoked. (06/15/99)

HARRY CHAN—San Francisco

Order: Basic Area Technician license revoked, stayed, placed on three years' probation, and suspended for 60 days. Further ordered to report to BAR as directed and successfully complete a BAR-certified full Clean Air Car course. (07/06/99)

ACUGISA, INC., dba SPEEDEE OIL CHANGE & TUNE UP—Rocklin

Edilbert Lising Acuna, President

Order: ARD registration revoked. Revoked probation and reimposed revocation of Smog Check Station license. (07/06/99)

ANDREY M. SLOBODYANYUK—North Highlands

Order: Advanced Emission Specialist Technician license revoked, stayed, and placed on three years' probation. Further ordered to report to BAR as directed. (07/06/99)

THE SMOG SHOP—San Francisco

John Sullivan, Owner

Order: Smog Check Station license revoked, stayed, and placed on five years' probation, and suspended for 90 days. ARD registration permanently invalidated, stayed, and placed on five years' probation. Further ordered to report to BAR as directed and pay \$5,652 to BAR. (07/15/99)

Southern California

AAA CALIFORNIA SMOG STATION—Westminster
George A. August, Owner

Order: ARD registration revoked, stayed, and placed on two years' probation. Smog Check Station license revoked, stayed, placed on two years' probation, and suspended for five days. Further ordered to report to BAR as directed and reimburse BAR \$5,000 for costs of investigation and enforcement. (06/01/99)

JAMES TROY HAMMONDS—Santee

Order: Advanced Emission Specialist Technician license revoked. (06/01/99)

LOS AMIGOS AUTO REPAIR—Santa Ana

Jose Rodrigo Hurtado, Owner

Order: Smog Check Station license and Advanced Emission Specialist Technician license revoked. ARD registration revoked, stayed, and placed on five years' probation. Further ordered to report to BAR as directed. (06/08/99)

AMRIK SINGH KHANGURA—Granada Hills

Order: Advanced Emission Specialist Technician license revoked, stayed, placed on two years' probation, and suspended for 30 days. Further ordered to report to BAR as directed, successfully complete a BAR-certified training course in diagnosis and repair of emission systems failures and engine performance, and reimburse BAR \$2,000 for costs of investigation and prosecution. (06/30/99)

ALBERTO CASTILLEJA—Chula Vista

Order: Enhanced Area Technician license revoked. (07/06/99)

HIRAMS SERVICE STATION—Chula Vista

Hiram Castilleja, Owner

Order: ARD registration revoked, stayed, and placed on five years' probation. Smog Check Station license revoked, stayed, placed on five years' probation, and suspended for one year. Further ordered to report to BAR as directed. (07/06/99)

LOUARDI METARREF—Colton

Order: Advanced Emission Specialist Technician license revoked, stayed, placed on five years' probation, and suspended for 60 days. Further ordered to report to BAR as directed, successfully complete a BAR-certified training course in diagnosis and repair of emission systems failures and engine performance, and make restitution to consumers in the amounts of \$225 and \$295. (07/06/99)

RAMIREZ LOPEZ SMOGS—Bakersfield

Ramona Meza Ramirez, Partner; Alicia Castro Lopez, Partner

Order: ARD registration permanently invalidated. Smog Check Station license revoked. (07/06/99)

AUTO SMOG MASTER IV—Compton/Buena Park
Theophilus Cecil Okai, Owner

Order: ARD registration permanently invalidated. Smog Check Station license revoked. (07/16/99)

ABBAS KADKHODAEI—Irvine

Order: Advanced Emission Specialist Technician license revoked. (07/16/99)

P & Z SMOG INSPECTIONS—North Hollywood
Orlando Timoteo Zelada, Owner

Order: ARD registration invalidated, stayed, and placed on three years' probation. Smog Check Station license revoked. Further ordered to report to BAR as directed and reimburse BAR \$3,500 for legal fees and investigation costs. (07/16/99)

JIM E. RANEY—San Marcos

Order: Advanced Emission Specialist Technician license revoked. (07/16/99)

SUPER TUNE AUTO REPAIR—Westminster

Kien Ly Nguyen, Owner

Order: Smog Check Station license and Advanced Emission Specialist Technician license revoked. ARD registration revoked, stayed, and placed on three years' probation; respondent may not apply for any licenses issued by BAR during probationary period. Further ordered to report to BAR as directed. (07/16/99)

T N H AUTO SERVICE—Pomona

Milton Alfredo Rueda, Owner/Technician—Norwalk

Order: ARD registration, Smog Check Station license, and Advanced Emission Specialist Technician license revoked. (07/16/99)

A & J AUTMOTIVE & MARINE SERVICE—

Canoga Park

Jeffrey C. Hang, Owner/Technician

Order: ARD registration, Smog Check Station license, and Advanced Emission Specialist Technician license revoked, stayed, and placed on two years' probation; Smog Check Station license and Advanced Emission Specialist Technician license suspended for 30 days. Further ordered to report to BAR as directed and reimburse BAR \$3,000 for costs of investigation and prosecution. (07/20/99)

ANGELS DISCOUNT SMOG—Cathedral City

Jose Angel Machuca, Partner/Technician—Thousand Palms; Rod Andrew, Partner

Order: ARD registration, Smog Check Station license, and Advanced Emission Specialist Technician license revoked, stayed, and placed on three years' probation; Smog Check Station license and Advanced Emission Specialist Technician license suspended for 30 days; technician to successfully complete a BAR-certified training course in diagnosis and repair of emission systems failures and engine performance. Further ordered to report to BAR as directed and reimburse BAR \$2,600 for costs of investigation and prosecution. (07/20/99)

SMOG CHECK STATION CITATIONS



FACILITY NAME	ADDRESS	CITY	ZIP	LEVEL	ARD NUMBER	CITATION NUMBER	ASSESS AMOUNT	ASSESS DATE	DATE MAILED
Smog Only	10835 Hole Avenue	Riverside	92505	1	AM 197542	C99-049	\$250	8/9/99	8/17/98
** Palm Springs Shell	67455 East Palm Canyon	Cathedral	92234	1	AL 197224	C99-544	\$250	8/18/99	6/15/99
* Tom T. Sharp	2201 East Coast Highway	Corona Del	92625	1	AC 012747	C99-560	\$250	8/6/99	6/17/99
* Brent's Auto	4526 Westminster Avenue	Santa Ana	92703	1	AA 164438	C99-566	\$250	8/5/99	6/17/99
USA Auto Repair	519 S Brookhurst #B	Anaheim	92804	1	AD 183531	C99-570	\$250	8/5/99	6/15/99
Pep Boys Manny, Moe & Jack	10899 Folsom Blvd.	Rancho Cordova	95670	3	AB 130472	C99-584	\$500	8/5/99	6/24/99
* Smog Pros	12157 Artesia Blvd.	Cerritos	90701	1	AB 137524	C99-592	\$250	8/5/99	6/28/99
Main Smog	16104 South Main Street	Carson	90248	2	AC 182783	C99-598	\$750	8/16/99	6/28/99
American Auto Test	17510 Studebaker Road	Cerritos	90703	1	AE 194494	C99-600	\$250	8/20/99	6/28/99
Corbin Unocal 76 Service	8659 Corbin Avenue	Canoga Park	91306	1	AA 129724	C99-602	\$250	8/13/99	6/28/99
Morro Bay Shell	1840 Main Street	Morro Bay	93442	1	AL 175382	C99-606	\$250	8/25/99	6/29/99
Listers Auto Repair	378 Minnewawa	Clovis	93612	1	AB 170893	C99-612	\$250	8/3/99	6/30/99
California Inspection Station	7482 El Cajon Blvd.	La Mesa	91941	1	AK 202053	C99-616	\$250	8/24/99	7/2/99
Smog Test Only Centers	50 Skyline Drive	Thousand Oaks	91362	1	AA 197927	C99-622	\$250	8/13/99	7/2/99
** Genesee Mobil	4505 Clairemont Mesa	San Diego	92117	1	AL 150348	C99-626	\$250	8/26/99	7/2/99
** Mike's Chevron	1868 North Western Avenue	Los Angeles	90027	1	AH 180026	C99-634	\$250	8/13/99	7/9/99
Dealers Services of Inland	7726 California Avenue	Riverside	92504	1	AF 167340	C99-644	\$250	8/18/99	7/2/99
Ming's Auto Corporation	501 East 4th Street	Santa Ana	92701	1	AG 154736	C00-003	\$250	8/23/99	7/30/99
Costa Mesa Shell	3045 South Bristol Street	Costa Mesa	92626	1	AE 117460	C00-005	\$250	8/23/99	8/9/99
Mesa Smog	609 West 19th Street	Costa Mesa	92627	1	AK 180795	C00-007	\$250	8/23/99	7/30/99

* Stations that have had their Gold Shield Guaranteed Repair (GSGR) certification revoked.

** Stations that have had their Gross Polluter Certification (GPC) Pilot authority withdrawn.

*** Stations that have had their GPC and Repair Assistance Program (RAP) authority withdrawn (none reported).

%

THE BOTTOM LINE

as of September 1, 1999

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- 108** Cut score on the current Smog Check technician exam.
- 61.41** Percent of technicians who passed EA Smog Check exam in August.
- 7,913** Technicians who completed BAR-97 8-hour Transition Training.
- 8,825** Advanced (EA) technicians licensed.
- 4,467** Basic (EB) Area technicians licensed.
- 4,952** Test & Repair stations statewide.
- 1,901** Gold Shield Guaranteed Repair (GSGR) stations statewide.
- 350** Gross Polluter Certification (GPC) stations statewide.
- 348** Test-Only stations statewide.
- 500** Test-Only lanes statewide.
- 98** Stations participating in the Repair Assistance Program (RAP).
- 780** Vehicles repaired under RAP.
- 17** Dismantlers participating in the Vehicle Retirement Program (VRP).
- 614** Vehicles retired under VRP.
- 357.28** Estimated tons of emissions reduced per year under VRP.

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State of California
Gray Davis, Governor

California Department
of Consumer Affairs
Kathleen Hamilton, Director

Bureau of Automotive Repair
Patrick Dorais, Acting Chief
10240 Systems Parkway
Sacramento, CA 95827

BAR FIELD OFFICE PHONE NUMBERS

Bakersfield (661) 833-6304
Canoga Park (818) 596-4400
Culver City (310) 410-0024
Fresno (559) 445-5015
Fullerton (714) 680-7851
Oceanside (760) 439-0942
Richmond (510) 243-9410
Riverside (909) 782-4250
Sacramento (916) 255-4200
San Jose (408) 277-1860
South El Monte (626) 575-6934

DCA Cashiering (916) 322-7002
DCA Licensing (916) 322-4010
ET Help Desk (916) 255-4476
MCI (800) 731-SMOG
(Then press 5 for technical support)

**Consumer Assistance and
Referee Center ... (800) 622-7733**

DCA HOTLINE (800) 952-5210

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Smog Check Advisory

October 1999

Little Scoops...

- ❖ Kia Motors is recalling more than 32,000 of its vehicles nationwide — 6,019 of which are in California — because of a flaw in the fuel system hoses on 1996 and 1997 Sephias built between July 1, 1995, and November 4, 1996. According to the company, it will cost approximately \$75 per vehicle to replace the hoses, which could leak and pose a hazard to occupants of the cars, as well as pollute the air. The defect was discovered by ARB inspectors during routine tests conducted in mid-July.
- ❖ Stations that impose an extra charge for motorists who fail to provide their bar-coded Department of Motor Vehicles (DMV) renewal notice at Smog Check time must fully disclose the amount and reason for the extra charge on the written estimate and in all advertising, including price lists posted at stations.
- ❖ Inspection and maintenance program implementation, USEPA program evaluation, and On-Board Diagnostics (OBD) were the featured topics at the 15th Annual Mobile Sources Clean Air Conference held in Colorado last month.
- ❖ BAR's Hayward Field Office recently moved to Richmond and can now be found at 3260 Blume Drive, Suite 340, Richmond, CA 94806. The new telephone number is (510) 243-9410.
- ❖ Consumers or shop owners who believe they have discovered a safety-related defect in a vehicle are urged to call the Department of Transportation's National Highway Traffic Safety Administration hotline at (888) DASH-2-DOT (888-327-4236). The hotline specializes in gathering information about safety problems in motor vehicles and equipment.
- ❖ BAR's Standards and Training Branch is making changes to the Smog Check Manual, drafting updates to the laws and regulations, and developing a new exam for Advanced (EA) technicians. One proposed regulation change would require all technicians to have the same training, including L1 designation. Watch for a schedule of workshops to develop the new EA exam, which will be held across the state over the next 10 to 12 months.
- ❖ Callers from Mexico can now call our toll-free hotline at (800) 952-5210 for information about the Border Smog Reduction Act, a new federal law that requires vehicles crossing the border to comply with the California Smog Check Program.

Visit DCA/BAR's website: www.smogcheck.ca.gov or www.smogcheck.org